SHRI M. ARUNACHALAM: Sir, nothing much. I have not gone through the reports. I will go through these and find out whether there is anything that we can take into our consideration.

SHRIMATI JAYANTI PATNAIK: Sir, people are migrating to urban areas or seeking employment and earning their wages. Many a time, they come with their families and face, as Mr. Jogi pointed out, problems relating to accommodation, ration and so on. Many time, they leave their families behind in rural areas, making their family members, specially women, more vulnerable. They are vulnerable in urban areas because of lack of accommodation and ration, etc. This makes them poorer. Also the families which are left behind in the rural areas become more vulnerable and poorer. I would like to know categorically from the hon. Minister whether the Government has conducted any survey about the women who have been affected by migration of the head of the family in the urban areas as well as in the rural areas; if so, what their number is and what steps are being taken in this regard. If you have not got any data, then what sort of poverty alleviation programmes do you have and how are you going to help these people through these programmes?

SHRI M. ARUNACHALAM: Sir, I would like to say that at present I have no data in my hand. If there is anything in the Department, I would collect it and pass it on to the hon. Member. Sir, in order to increase employment opportunities in the rural areas, the Government of India has been implementing many schemes, like the Integrated Rural Development Programme, Jawahar Rozgar Yojana, Employment Assurance Scheme, Self-employment Schemes, etc. So, we have a lot of schemes in this regard.

*430. *[The Questioner (Shri Gopal Sinh G. Solanki) was absent. For answer vide col.....infra.]*

Stockyards of SAIL in West Bengal

*431. SHRI VEDPRAKASH P. GOYAL: Will the Minister of STEEL be pleased to state:

(a) the number of stockyards of Steel Authority of India Ltd. in West Bengal;

(b) the names of contractors/companies that have been given the task of handling stock in these stockyards during the last three years;

(c) whether it is a fact that average rate in SAIL's 45 stockyards is Rs. 50/- whereas it is about Rs. 400/- per tonne in West Bengal;

(d) whether it is a fact that there have been complaints of favouritism being done by SAIL to certain companies/parties in awarding contracts for handling stocks;

(e) if so, the details of complaints; and

(f) the steps proposed to be taken to avoid malpractices in the grant of contracts?

THE MINISTER OF STEEL & MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (f) A statement is laid on the Table of the House.

Statement

(a) and (b) The details regarding stockyards of SAIL in West Bengal are as under:—

Branch	Location of SYD	Name of Contractor
Calcutta	Paharpur/Coal Berth DP II Siding (CPT Area)	M/s. Bardhan & Co. (Handling) Contractor (P) Ltd. w.e.f. 18-12-90
	Jaganath Ghat	M/s. S.K. Sharma w.e.f. 16-10-93
Howrah	Sankrail	M/s. HTC Engg. (1958) (P) Ltd. w.e.f. 15-12-90 to 30-11-95.
		M/s. Bardhan & Co. (Handling) Contractor (P) Ltd. w.e.f. 1.12.95
Durgapur		M/s. S.K. Sharma w.e.f. 11.4.92

(c) No, Sir. SAIL has 51 stockyards in all, out of which 37 are departmental stockyards and 14 are consignment agencies. The average per tonne stockyard handling expenses during 1995-96, based on actual handling expenses incurred and total tonnage handled are as follows:—

All 51 Stockyards : Rs. 144/- per tonne
West Bengal Stockyards : Rs. 231/- per tonne

(d) to (f) SAIL has well laid down procedures for award of all contracts including handling contracts. However, complaints are received from time to time and such complaints are looked into on merits.

SHRI VEDPRAKASH P. GOYAL: Sir, I am afraid that the answer given to my question conceals more than it reveals. It has been stated that the average rate of handling charges of 51 stockyards is Rs. 14.4 per tonne whereas there are 45 stockyards where the rates are between Rs. 50 to 60. A reputed newspaper like the *Statesman* has shown it as Rs. 400. There seems to be a nexus between the former Minister who seems to have worked as a DON and even if he is not there, probably his authority prevails in that area and all contracts are practically going to M/s. Bardhan & Co. I am told this man is called *Tutu*. This is a popular name in that area. I would like to put two questions without elaborating further on this point. My first question is about a tender for Dhankuni yard which was floated under pressure of the people; whether any steps are being taken to ensure that this tender also does not meet the same fate. Earlier the reasons given were that M/s. Bardhan & Co., i.e. *Tutu*, alone could handle the militant labour there. The CPM Government is there which can take care of the law and order problem. How can you allow the militant labout to decide about the award of a contract? I would like to know as to what steps would be taken to make sure that there is transparency in the award of the contract for which tender has since been floated.

SHRI BIRENDRA PRASAD BAISHYA: Sir, it is true that the Dankuni stockyard contract was given to M/s. Bardhan & Co. In this regard, some communication is going on between my Ministry and the Vigilance Commissioner of the Government of India. About the Dankuni stockyard problem, now we have decided to go through open tender.

SHRI VED PRAKASH P. GOYAL: It seems that there had been no open tender so far and now it has been thought that transparency would be brought about in the system. If you could bring transparency, then I would be happy. My second question is whether all the tenders which were floated in the last five years will be subjected to some investigation. There

are vigilance officers in many of the public sector undertakings at the level of senior Directors. I want to know whether there were vigilance officers at that level in SAIL and whether you would submit all the tenders of the last five years to them and publish their report.

SHRI BIRENDRA PRASAD BAISHYA: The contract is given to those whose bid is the lowest. Generally the contracts are given to the lowest bidder only. The suggestion given by the hon. Member is most welcome and the Government is going to examine it.

SHRI VEDPRAKASH P. GOYAL: I am sorry, Sir. Either the bidders were ruled out or the tenders were not opened for ninety days in which case they become infructuous. *(Interruptions)* That is what has appeared in the newspapers.

SHRI BIRENDRA PRASAD BAISHYA: I think, the hon. Member has asked about Dankuni projects. Yes, Sir. There was a single bidder and no other party. According to the information given by the Steel Authority of India, it was due to militant labourers and due to special circumstances and as a special case they have given this to Bardhan and Company. *(Interruptions)* No doubt about it. But now the Government has decided to go in for an open tender in regard to Dankuni project. *(Interruptions)*

SHRI GURUDAS DAS GUPTA: Sir, may I ask the hon. Minister to clarify why Bardhan was given the contract when the rate was much higher than the all-India rates and when it was a one-point tender? Sir, in our country, tedering is multi-point. It is not one-point tender. One-point means favouritism. Favouritism is always in exchange of money and corruption. Therefore, will the hon. Minister assure the House that in view of complaints of corruption and in view of lack of transparency, the Government would cancel this particular tender and go in for open and transparent tendering? Also, will the Government find out the people responsibile in the administration of SAIL for this particular illegal awarding of contract?

SHRI BIRENDRA PRASAD BAISHYA: Sir, already there is an open tender. *(Interruptions)*

SHRI GURUDAS DAS GUPTA: What is this? Sir, I seek your protection. The hon. Minister has said that it was a one-point tender. He has admitted it. I am asking on this only. Was it one point and if so what could be the consideration and who are the very important people in the Ministry who had favoured Bardhan and Company with the one-point contract?

SHRI BIRENDRA PRASAD BAISHYA: I agree with the hon. Member. It was during the tenure of my predecessor. *(Interruptions)* My Government is going to examine it. As regards the high rates in the works in Calcutta, I would like to say that the rates are differnt indifferent stockyards. It depends on a number of circumstances. Generally the rates are very high in stockyards located in port areas mainly because they are well organised. As regards the allegation made by the hon. Member, the Government will examine it. I would also like to assure the House that there will be no compromise with regard to corruption. *(Interruptions)*

SHRI VEDPRAKASH P. GOYAL: I have not made any allegation. *(Interruptions)*

SHRI MD. SALIM: Sir, I feel pity for this Minister. He has already said that it was during the time of his predecessor. He also said that the Government is now examining it. *(Interruptions)* Sir, he has blamed the militant labour. *(Interruptions)* The Minister said that he is examining it. Will he ask for investigation into this? This is the first question. Secondly, will the hand over this case to the CBI or he accept a House Committee?

MR. CHAIRMAN: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Increase in issue prices of Wheat, Rice and Sugar

*423. SHRIMATI MALTI SHARMA: SHRI RAJ NATH SINGH:

Will the Minister of FOOD be pleased to state:

(a) whether the issue prices of wheat, rice and sugar have been increased during 1990 to 1995;

(b) if so, the details thereof;

(c) the reasons for increasing their issue prices despite the increase in subsidy provided by Government on these items;

(d) whether this increase has been made proportionately; and

(e) if so, the details in this regard?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV): (a) and (b) A statement giving the requisite information is enclosed (*see* below)

(c) Increases in Minimum Support Price and expenses on procurement, distribution and carrying cost of stocks lead to rise in economic cost of foodgrains. The Central Issue Price (CIP) is revised from time to time taking into account relevant factors such as avaialbility and price of food grains in open market, ability of consumers to pay, the likely impact of issue prices on the general economy, the need to safeguard the interest of poor and the ability of the subsidy budget to absorb increases. The CIP of wheat/rice and PDS consumer price of sugar have not been revised after 1.2.94.

The increase in CIP only partially covers the increase in economic cost. The rest is covered by increase in subsidy.

(d) No, Sir.

(e) Does not arise.

Statement

Central Issue prices of rice & wheat

(Rs. per Qtl.)

Effective From	Rice		Wheat	
	Common	Fine	Super Fine	
01.5.1990	—	—	—	234
25.6.1990	289	349	370	—
28.12.1991	377	437	458	280
11.1.1993	437	497	518	330
01.02.1994	537	617	648	402

Retail Issue Price of Levy Sugar

(Rs. per kg.)

Effective From	
24.7.1991 (Evening)	6.10
21.1.1992	6.90
17.2.1993	8.30
01.2.1994	9.05

Welfare Schemes

424. SHRI BHUPINDER SINGH MANN: Will the Minister of WELFARE be pleased to state:

(a) the details of welfare schemes, State-wise;

(b) the funds earmarked;

(c) whether the funds in some cases remain unutilised; and